

MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

November 2, 2016
Meeting Minutes

Commissioners Present

Dr. Dan Blower, Chair
Tim Yungfer, Vice Chair
Fred Bueter
Sharon Conklin
Dave Goller
Walter Heinritzi
Capt. Mike Krumm
Charles Moser
Tom O'Brien
Michael Prince
Robert Ramels

Guests

Marie Barrett
Ron Edwards
Mary Lynn Fattal
Casey Holverstat
Peggy Johnson
MCO Sgt. Chris Keller
Chuck Simmons
Michelle Zemla
John Wallace

OHSP Staff

Janet Hengesbach Bawol
Mike Harris
Charlotte Kilvington
Heidi Ruis
Spencer Simmons
Alicia Sledge

ROLL CALL

The Michigan Truck Safety Commission meeting was called to order by Dr. Dan Blower, Chair, at 9:00 a.m.

WELCOME AND INTRODUCTIONS

Self-introductions were made by those present.

APPROVAL OF MINUTES

A **MOTION** to accept the September 21, 2016 minutes was made by and supported by Mr. Tim Yungfer, supported by Capt. Mike Krumm. The **MOTION** carries.

ACTION ITEMS

A. Approval of the 2017 MTSC Meeting Dates – The proposed meeting dates were presented to the Commissioners. Dr. Blower suggested a tentative meeting in January only if there is information regarding the future skid pad. Following discussions, January 12 was agreed to as an additional meeting in 2017. Should there be no new information regarding the skid pad, this meeting will be canceled. Captain Krumm made a **MOTION** to approve the meeting dates including the January 12 addition, Mr. Ramels supported. The **MOTION** carries.

B. Approval of the 2016 MTSC Annual Report - The draft report was sent to the Commissioners in advance of today's meeting. Mr. Simmons reviewed the truck safety fund portion of the report. Mr. Yungfer made a **MOTION** to approve with financial modifications. Mr. O'Brien supported. The **MOTION** carries.

STANDING REPORTS

A. Chair's Report – Dr. Dan Blower

Dr. Blower discussed a report recently submitted which has to do with reporting to the MCMIS (Motor Carrier Management Information System) crash file. This report is of interest to all motor carriers as the MCMIS Crash file is one of the inputs into the CSA BASICs scores, specifically the Crash BASIC. The results of the evaluation were not surprising, in light of what we know about underreporting of traffic crashes. The MCMIS crash files seem to have a clear threshold definition for reportable crashes, but applying it in practice is difficult. The evaluation of crash reporting found that a significant number of crashes did not have a police accident report on them. A typical example would be an animal strike with disabling damage to the truck. This technically meets the MCMIS reporting criteria, but the police may never have been called, or if called, may not have completed a report. The evaluation also found that some reportable crashes in state files were not reported to MCMIS, often because the truck was misidentified as a light vehicle. Capturing crash data is difficult, requires a lot of work and is underfunded. No one is really good at reporting CMV crashes. It's a problem that needs to get better. Dr. Blower will give a presentation of these results in the near future.

COMMISSIONER'S PERSPECTIVES

Ms. Sharon Conklin, Private Motor Carriers – The West Michigan Safety Council will have their next meeting on November 15 in Grand Rapids. They will be talking about the new food safety modernization act which discusses food hauling.

Mr. Dave Goller, Organized Labor – No report

Mr. Tom O'Brien, Michigan Community Colleges – No report

Mr. Tim Yungfer, General Public – No report

Mr. Mike Prince, Office of Highway Safety Planning – Mr. Prince reported the following:

Fatality numbers as on November 1 stood at 863; this is 53 above this time in 2015. Some of the reasons that can affect this are economy, weather, gas prices, etc.

The GTSAC Award nominations are due on November 4. Presentation of the awards is Wednesday, March 22.

The 2017-2018 Draft SHSP is in its final stages and will be presented to the GTSAC on December 6 for their approval. A portion of this report deals with commercial vehicles.

OHSP recently facilitated telephone surveys regarding Distracted Driving based on focus group responses. Many people admit they text and drive even though it is dangerous.

The annual *Drive Slow on Ice and Snow* campaign will focus on I-94 in West Michigan along with the UP.

The Michigan Traffic Safety Summit is scheduled for March 21-23, 2017. All truck commissioners are welcome to attend as OHSP will pay for their registration.

The RFP committee should have received a packet to review and send comments back to Charlotte.

Mr. Chuck Moser, Michigan Department of Transportation – No report

Capt. Mike Krumm, Michigan State Police – Captain Krumm discussed on an upcoming enforcement blitz on I-94 to be held December 5-9 along with Ohio and Indiana. He also reported that currently there are 14 recruits in the Motor Carrier School.

Mr. Fred Bueter, Michigan Department of State – They are working on a project which is required by FMCSA. This annual audit assures that the CDL work is being done correctly in Michigan. They have had these audits in the past with no findings. The Department of State continues to chase the 3rd party road testers who are not doing their job correctly. It's very unfortunate and much work for his staff.

Mr. Bob Ramels – No Report

Mr. Walt Heinritzi – No report

B. Financial Report – Mr. Spencer Simmons

Mr. Simmons reviewed the most recent financial report through September 30, 2016 including revenue and expenditure projections, UCR and carryforward monies.

C. Enforcement Grant Activity Report – Insp. Randy Coplin, MSP, Commercial Vehicle Enforcement Division

Inspector Coplin discussed the MCMIS system and explained one of the responsibilities of CVED to make sure that all reportable crashes are entered into the system. The three challenges they face are carriers are misidentified, that it is not a reportable crash in which no vehicle was towed or there was no real injury was a result of the crash (*Reporting criteria for MCMIS are a fatality or a vehicle [any vehicle] towed due to disabling damage OR an injured person transported for medical attention. Truck doesn't need to have been towed. Any vehicle towed due to disabling damage.*)

The highlights of the grant activity include continued STET activity, DDACTs and how the districts look at different variables such as day of the week, time of day to determine the highest crashes in a specific location and the DRIVE to ZERO campaign, which is dedicated to weekend, holidays, any time that is other than usual time of enforcement. Earlier this year, 30 radar units were replaced as they do not have a long shelf life in the vehicles. In-car systems, which videotape all enforcement stops, has become more protection for the officers, are becoming an everyday tool. The problem is what does one do with the data? It's very expensive to store this type of data.

D. Enforcement Grant Activity Report- Mr. Chuck Simmons – Michigan Center for Truck Safety

Mr. Simmons reported that the truck and trailer now have new wraps. Their annual goals have all been met with one exception, other than the simulator, the goal for training was 200, they have trained approximately 600. Also, the goal for new-entrant safety audit was 48, they ended up doing 140. They fell short on driver performance measurement program. This was their first year so they set their goal for 120, but did 87.

PRESENTATIONS

A. Drugged Driving and CMVs – MCO Sgt. Chris Keller

MCO Keller discussed some examples of what he finds upon approach of CMVs for traffic or other violations.

Many do not realize the effect of drug driving on truck drivers. He discussed his initial approach to the vehicles and why he goes through the different procedures that he does. He discussed three scenarios of stops with drugged driving and the circumstances of each.

B. MTSC Strategic Plan – Dr. Valerian Kwigizile

Dr. Kwigizile reviewed the strategic plan, the goal of this project, some crash analysis, and model strategies. The report will be approved by the Commission during the March 2017 meeting.

Comments from this report are to be sent to Janet no later than December 31, 2016, she will forward to Dr. Kwigizile.

DISCUSSION ITEMS

A. Updates on Skid Pad project

Dr. Blower reminded the commissioners that an estimate to build the pad itself would be approximately \$5.2 million dollars at the Willow Run facility. Dr. Blower will forward a more current estimate to the commissioners once he receives that information.

Mr. Prince and Mr. Yungfer again met with DTMB Real Estate. There are two parcels available near secondary complex. Mr. Prince sent specifications of the skid pad and structures that would be needed to DTMB Real Estate. They will then review that information and come up with a cost estimate. The land would be owned by the state in a long-term lease arrangement could be made out. Once all of that information is received, it will be sent out to the commissioners.

It is very doubtful that funding can be done by the Commission alone. It will necessary to speak to industry, and /or legislature for additional funding. Funding sources will need to be identified along with how to approach or raise the monies. The state complex is appealing geographically and the association with the state of Michigan is also valuable.

ANNOUNCEMENTS

None

PUBLIC COMMENT

Mr. Simmons explained that the simulator program is booked up through January 2017. The two most popular questions of people who go through this training are regarding the skid pad. The drivers use the techniques they have learned during training on the skid pad.

NEXT MEETING

The next meeting of the MTSC is scheduled for Thursday, January 12, 2017 at the Center for Truck Safety.

ADJOURNMENT

The meeting was adjourned at 11:30 a.m.